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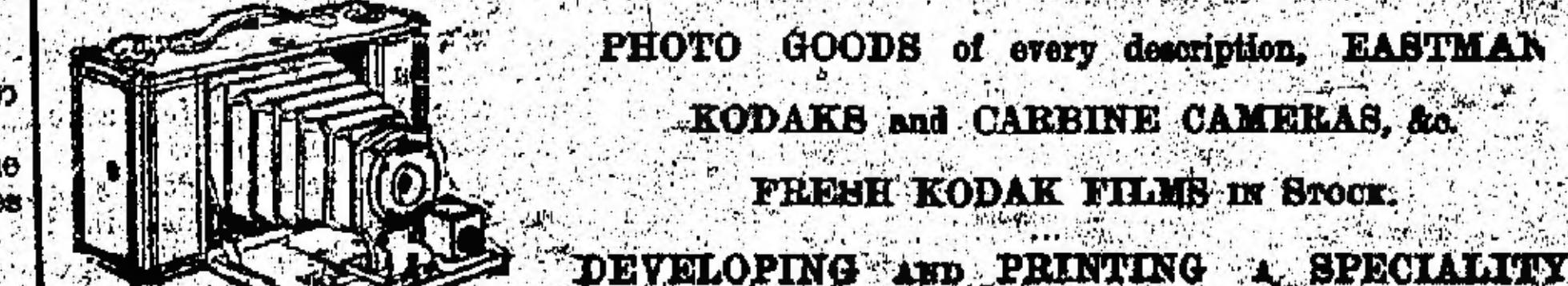
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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be accepted.

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The Daily Press.

HONGKONG, MAY 22ND, 1911.

Nor many years ago the attitude of the Chinese people towards railways was one of open hostility. When, however, it was seen how greatly rapid communications had served to develop the districts in which railways were in operation public opinion quickly veered round, and in course of time people clamoured for railways in all parts of the Empire, the old hostility remaining only in the form of objection to the borrowing of foreign capital for this purpose. This hostility was encouraged by the fear that railways under foreign control, or in which foreigners were financially interested, would almost inevitably lead to the partitioning of China among the Powers, who at the time seemed to be marking out on the map of China their respective spheres of influence. Fortunately for China and the peace of the whole world, the British Government took a definite stand against the partitioning of China, and this resulted in a series of international agreements to maintain undiminished the territorial integrity of the Chinese Empire. These agreements notwithstanding, the Chinese people maintained their opposition to the granting of further railway concessions, and this hostility as general rule extended to the construction of railways by the Chinese Government with borrowed foreign capital.

The idea prevailed that all the capital needed could be furnished by "the merchants and gentry of China," and brave attempts were made to raise the capital for many gigantic undertakings. The delusion has

been dispelled by experience, but the great amount of attention paid in recent years by the Chinese people to the subject of railways has led to wide recognition of their advantages, and apparently the growing eagerness to have them has been accompanied by a weakening of the hostility to the only means of procuring great trunk railways in China within a reasonable period of time. It will be seen by a telegram from our Peking Correspondent which we publish this morning that the Board of Communications has signed an agreement to borrow from an international group of financiers a sum of six millions sterling for the purpose of advancing the construction of the Hankow-Canton line and the projected line from Hankow to Szechuan. A provision in the agreement enables the Chinese Government to borrow a further sum of four millions. We do not know whether this is merely a provision for a possible excess of the estimated cost of construction, or whether it is to be associated with the contemplated redemption of that part of the Hankow-Canton Railway now in operation, to which some reference is made in our Canton Correspondent's notes to-day. A study of the low rate of progress made with the construction of this line shows the imperative necessity of some change of policy if the railway is to be completed within the lifetime of the present generation. Our Peking Correspondent however, in reporting a day or two ago, the appointment of Tuan Fang as Director-General of the two great railway projects, mentioned that his acceptance was doubtful owing to the fact that the gentry are "tremendously incensed against the Government's railway policy." The fact that the loan agreement is now signed shows that the Government is determined to carry out the policy it has decided upon, and there can be no doubt it is a very sound policy to accelerate the construction of railways which are destined to promote so materially the prosperity of the provinces they traverse. H. E. Tuan Fang would probably succeed better than most men in allying the opposition to the Government's railway policy which is reported to exist among the local gentry, for the fact of that loan—like China's last loan of ten millions, mainly for currency purposes—being an international one should have some influence in removing fears of political embarrassment with individual Powers, which, as we have already said, was formerly the principal argument against borrowing from foreigners. The signing of the loan agreement either indicates a weakening of opposition to the policy of borrowing foreign capital, or determination on the part of the Government to carry out, regardless of opposition, what they are convinced is a sound policy beneficial to the interests for the State.

Two cases of plague were notified on Saturday, bringing the total up to 37.

A letter in reply to that written by Mr. C. D. Wilkinson on the condensed milk question is held over until to-morrow.

The first steam trawler for Hongkong, the *Hot Fung*, passed the Canal on the 14th instant and is now about leaving Aden for Hongkong. She is expected to arrive here about a month from now.

His Excellency the Governor has been pleased to appoint Mr. B. B. Hancock to be an unofficial member of the Licensing Board during the absence on leave of the Hon. Mr. E. Osborne, or until further notice.

His Majesty the King has been pleased to approve the appointment of the Hon. Captain F. W. Lynton as an official member of the Legislative Council during the absence on leave of the Hon. Mr. F. J. Badeney.

The rumour that Sir Matthew Nathan is indicated as the probable successor of Sir Elton Gorst as British Resident in Egypt was denied by Sir Matthew to a news agency representative last month.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 4 of 1911, entitled "An Ordinance to prohibit the use of Dynamite or other Explosives for the purpose of catching or destroying Fish."

At to-morrow's meeting of the Sanitary Board a letter will be read from the Government relating to amending certain instructions for the guidance of the Administrative Head of the Sanitary Department. The President will submit a minute relative to the proposed additions to the Shaukiwan Market, and a report will be read with reference to the outbreak of foot and mouth disease at No. 9 shed, Sassoon's Villa.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—An Ordinance to amend the Law with respect to Persons carrying on business as Money-lenders, an Ordinance to amend the University Ordinance, 1911; and an Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Lady Luard left Hongkong by the Empress of Japan on Saturday for Japan, where she will spend the summer.

A letter containing a draft for £200 was received by a person other than the addressee, and the man who received it is alleged to have opened it and cashed the draft at the Chartered Bank of India, Australia and China. He was charged before Mr. Wood at the Magistracy on Saturday, and the hearing of the case was adjourned, bail being allowed in the sum of £250.

At the Magistracy on Saturday Mr. Hazelton convicted the Chinese who was charged with infringing the privileges of the Postmaster-General by bringing letters into the Colony, and with using a dollar stamp from which the postmark had been erased. On the first count his Worship imposed a fine of \$100 of one month's imprisonment, and on the second the defendant was sentenced to one month's imprisonment.

A statement of the approximate traffic on the Kowloon-Canton Railway for the month ending 29th April places the number of passengers at 30,000. The coaching amounted to \$10,919.36 and the goods traffic to \$1,243.59, the grand total for the month being \$12,162.95. This amount, together with the previous grand total of \$74,583.09, shows the earnings of the British section to total \$86,736.94. The amended timetable of the running of the British section of the Kowloon-Canton Railway is published in the current issue of the *Gazette*.

CORRESPONDENCE.

AT LAST!

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

London, April 26th.

SIR,—So the worm has turned at last! I thought the letter I addressed to you in November last—which no one, apparently, had the courage to follow up publicly—had been useless effort, but I have now hope that, after all, there is still left a spark of independence and courage among the shareholders in Hongkong companies. Numerous expressions of opinion had reached me privately, both from residents in the Colony and from old China hands residing at home, supporting the views put forward in that letter. But they were merely pious expressions of opinion, holding out no hope of joint action in the way of open criticism of company management.

Everyone agreed, with one exception, that something ought to be done, but that owing to the interlocking of interests nothing would be done, that nothing could be done. This was the tone of one who wrote to me only a fortnight ago before he left for the Far East, and he used to be reckoned one of the ablest and most outspoken critics in China. The one exception to whom reference has been made was a resident in Shanghai, who is willing and ready to make some useful suggestions in regard to one of your public companies if he is assured of some support at the next annual meeting. It is to be hoped that he will get the needed support.

In the last issue of the *Hongkong Weekly Press* to hand, there is a report of a company meeting of unusual interest. Are we to take this as a first instalment of a crusade by some of your local stalwarts in favour of a more active participation by shareholders in the management of the companies in which they are interested? Are we to take it as indicating that you still in the Colony men courageous enough to suggest improved management? Or are we to suppose that the view put forward anonymously by "Two Shareholders" will prevail, namely, that "owing to the business and social ties which bind small communities together" your Colony cannot produce men with "the necessary independence, combined with ability, to criticise adversely the management of public companies"? If this is the general opinion, then there is no hope for you.

It is to be hoped this latter view will not prevail, however. As I wrote in November, "now that times are bad and profits restricted, when shareholders have often to go without dividends and the only people who thrive out of companies are the management and the managing companies, it is time that a strong protest should be raised by the patient and suffering shareholder." Necessity is often the best spur to action, and all shareholders cannot afford to see capital shrink before their eyes while directors and managing companies palmily pocket their yearly fees or commissions.

It does not follow that one imposes illegal or dishonest practices. Mr. Pollock's speech at a recent meeting laid ample emphasis on this point. But there should be a ready recognition that public companies exist on public money, and that the investors of that money—the shareholders—have at least an equal claim (if not the first claim) with the management in the division of any profits derived from the business, and have also a voice in the management. Even the best management might be better for outside criticism and suggestion. The test of success in management is the financial results—the balance sheet. There are several of your public companies somewhat closely held in the grip. "S" management, which in recent years, to judge from the financial results and the absence of profits to shareholders, require something more stimulating than friendly criticism.

Let some more of your local shareholders turn on the searchlight in the manner Messrs. Turner, Osborne and Pollock have done. It will not be a pleasant task. But surely there are not lacking men of ability and courage and independence to undertake it, however unpleasant. Yours faithfully,

THOS. H. REID.

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TELEGRAMS.

TELEGRAMS.

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[EDITOR'S SERVICE TO THE "HONGKONG DAILY PRESS."]

ANOTHER CHINA LOAN.

IMPORTANT RAILWAY PROJECTS.

PEKING, May 21st.

The Hukuang Loan has been signed by representatives of the Board of Communications and the International group of financiers.

The loan is for six millions sterling at 5 per cent., for forty years, repayment to begin in the eleventh year. The revenues of the provinces of Hupeh and Hunan are pledged as security.

The proceeds, after payment of outstanding liabilities connected with contemplated lines, will be applied to the construction of the main line connecting Wuchang, Yochow, Chaugsha and Yi-Changhsien, where it will join the Hankow-Canton line; secondly, to the main line starting from Kuangshui on the Peking-Hankow line and proceeding to Siangyang, Chingting-chow, Ichang and Kweifu, and ultimately to Chengtu.

A British Engineer will be engaged for the Hupeh and Hunan section; a German for the Kiangshui-Ichang section; and an American for the Ichang-Kweifu section.

Provision is also made for a further issue, not exceeding four millions, on the same security.

Three years are allowed for the completion of the lines, excepting the Ichang-Kweifu section.

The leaders will appoint an auditor for each line to supervise the expenditure.

COMPANY MEETING.

PEAK TRAMWAYS CO.

The annual meeting of shareholders of the Peak Tramways Company was held on Saturday at the Hongkong Hotel. Mr. H. Humphreys presided, and there were also present: Hon. Mr. C. H. Ross, Dr. J. W. Noble, Messrs. J. Scott Harston, and C. S. Gubay (directors), J. M. Wong, D. Clark, and G. Rapp (secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—With your permission I propose to take the report and statement of accounts as read. The balance sheet presents very little change from the one submitted to you last year except in the matter of expenditure. Maintenance and repairs account has been increased by \$3,173.94, in spite of the fact that the last year had an unusually long life. This is due to our having had to renew the steel drums, spars and pinion wheels and shafts in the engine house in addition to replacing worn out boiler tubes with new ones. There has also been a sum of \$725 expended on the upper terminus and the viaduct approaching it. Permanent way (new line), already written down to \$38,950.29, we propose to still further reduce by \$10,000, and if you approve of this appropriation there will, after providing for the usual dividend of 8 per cent., be a sum of \$1,833.80 to carry forward to next account. I have no further remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There were no questions and the CHAIRMAN proposed the adoption of the report and accounts.

Mr. CLARK seconded, and the motion was carried.

On the motion of the CHAIRMAN, seconded by Mr. J. M. Wong, Sir Hormuzjee Mody, Dr. J. W. Noble, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gubay were re-elected directors.

Mr. J. M. Wong moved that Messrs. W. H. Potts and A. E. Lowe be re-elected auditors.

Mr. CLARK seconded, and the motion was agreed to.

The CHAIRMAN—That concludes the business, gentlemen. I am much obliged for your attendance. I had expected a larger attendance, but no doubt the wet weather has kept people away. Dividend warrants are now ready and may be had on application at the Company's office.

CORONATION CELEBRATION.

The following additional subscriptions have been received:—

Messageries Cantoniennes	... ... ...	3,600
A. B. Mary, Esq.	... ... ...	100
Robinson Piano Co.	... ... ...	50
P. Taiter, Esq.	... ... ...	10
H. T. Jackman, Esq.	... ... ...	10

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 19th.

REBELS IN WAI-CHOW PREFECTURE. Somewhat disquieting news has this day come from the Wai-chow Prefecture, where the rebels are said to be massing in great force. From what can be gathered, the rebels, despairing of successfully attacking Canton, are turning their attention to this prefecture, where many malcontents are known to dwell. The authorities have been successful in seizing a large number of arms, a hundred carts of ammunition, forty trunks packed full of revolutionary badges and several red flags with white borders. It appears that the rebels in this quarter are well supplied with funds, for the leaders have offered a reward of \$50 to every confederate who induces a new man to join the revolutionary brotherhood. The rebels would seem to be going about their recruiting business quite openly, and the prefectural officers do not appear to be able to cope with the situation. The Viceroy has dispatched three regiments to this disaffected area, but it is doubtful if this force will be adequate to stamp out the rising.

A few facts about this little-known prefecture may not be without interest. Wai-chow lies up the East River and borders the Chin-chow and Ka-yang-chow Prefectures. It is one of the largest of the divisions of Kwang-Tung and its inhabitants are mostly agriculturists who have the reputation of being more than ordinarily superstitious. The prefecture is reached by junks towed by steam launches and the journey takes nearly two days. The district has the unenviable notoriety of being honeycombed with secret societies, among which the "Sam-Hop-Wui," or Triad Society, is the chief. Many of the men who fall in the late rising here were natives of this district, and large numbers of them go abroad, especially to the Malay States and other countries of the south. They are mostly Hakka-speaking people and are turbulent and fond of faction fights. Many bandits and other bad characters have taken up their abode in the district, and the place bears a very unsavoury reputation. It may be interesting to recall the fact that the originators of the great Tai-Ping Rebellion were Hakka.

PLAQUE.

As I mentioned yesterday, plague is very rife here and the number of deaths daily is on the increase. Of course, as the authorities of this city publish no statistics, it is impossible to get even an approximate total of those who die but there is no doubt that the coffin-shops seem to be the busiest institutions here just now. Plague is so bad in the Lin Chow and Yun Chow Prefectures that the Prefect has sent an urgent message to the Viceroy asking for a grant of several thousand taels wherewith to buy medicine to aid the poor. In Canton just now there is very much sickness, and the dull wet oppressive weather is accountable for a great deal of it.

THE YUN-HAN RAILWAY QUESTION.

Not many days ago I reported that the Peking Government has a scheme in hand for the redemption of the Yun-Han Railway from the merchants who at present own and direct it. This scheme is meeting with much adverse comment here, for the merchants are by no means pleased with the thought that the line will be redeemed with foreign gold. A committee has been formed among the merchants and shareholders to discuss the matter, and one of the first actions of this body was to telegraph particulars of the scheme to rich Chinese living abroad. A great meeting is being arranged to take place on the 20th day of next month and the most influential residents of this city as well as the shareholders are to be invited to discuss the situation. As far as one can judge, there is likely to be serious opposition on the part of the shareholders and the Government will have to use much diplomacy to get the matter arranged.

GAMBLING.

RANDOM REFLECTIONS.

The event of the week, and doubtless the experience of a lifetime, was the earthquake of Monday morning. Most people reported in the morning having undergone a very unpleasant sensation, but there were a fortunate few who slept through it unmoved, or at any rate without walking. The astonishing feature of the courage was that so many different ideas prevailed at the time as to what was happening. Quite a number of men attributed the disturbance to a dog, and the old-fashioned fear cherished by some women about a man under the bed found a place in several breasts on that occasion. Still, the experience is decidedly unpleasant, and I can understand the "jumpy" feeling which many folks who have lived in Japan frequently betray.

The effect among the Chinese was indeed extraordinary. Their first thought on becoming conscious of the movement was that the buildings which they were occupying were about to collapse, and after the many disasters from this cause which have taken place during the last year or two, it is quite easy to understand how a panic would be created among this section of the population. With striking unanimity they all made for the street, and the blowing of whistles for police assistance in the accident that was foisted raised a most unusual din. All the dogs in the city seemed to participate in the chorus, and the sleepy hour, "the woe short 'er ayont the twa'" found the city very much alive.

When we heard stories of wardrobes swaying, of beds being moved several inches, and of some of the lighter pieces of furniture doing a regular Highland fling, we doubtless began to feel that the seismic disturbance had been rather serious, and it was therefore disquieting to have the Observatory describe it as only a slight shock which lasted a few seconds. To most people the sensation seemed to last for minutes. It is too bad to have our fears and alarms belittled in this way, but the *Daily Press* goes one better when it reassures the public that such an occurrence is just as likely to take place in staid old Britain as in enterprising Hongkong.

Last year about this time we were crying out because of the scarcity of water. This year there is no such complaint. We feel that we are having too much. The philosophical who never worry about the weather realize that the present conditions confer a coolness which ought to be appreciated. It is difficult to believe that we are on the fringe of summer when the thermometer stands as low as it does these days.

Not often is the Legislative Council seen at such a disadvantage as it was on Thursday, when the Ordinance to amend the Food and Drugs Ordinance was under discussion. The Ordinance was designed to protect Chinese from using machine skimmed condensed milk as a food for infants, but curiously enough most of the members were candid enough to admit that they knew little or nothing on the subject. It became apparent that the Government was acting on the advice of experts, and though little was said it is evident that some of the members do not quite like the position. Doubtless we shall hear more about it next meeting in view of Mr. Wilkinson's comments which appeared in Saturday's *Daily Press*.

I do not find that the views expressed by His Excellency the Governor last Thursday have completely "silenced the croakers." It is very generally doubted whether His Excellency's figures prove quite as much as his speech suggests. My excuse for touching upon this debatable subject is that the occasion has produced the Poet, who says the effort—and especially the title—was suggested by hearing the gramophone next door grinding out that inspiring song: "There's a sun still shining in the sky."

SUSU CORDA.
("LIFT UP YOUR HEART.")

Perish the thought that tempts us to say. Prosperity's wan ng day from day to day! Doth not return by our Treasury make clear We're prospering gaily from year to year?

Ton age is larger than ever before; And light dues are yielding considerably more; Rente's a rising, and all things conspire To prove Doleful Rumour a mischievous liar.

Can trade be dull and the outlook drear— While our revenue's increasing from taxation on beer?

Sire, the tonic you need, when thus you repine Is a strong glass or two of our highly-taxed wine!

Verse added by a doleful Intruder. May I venture a roncall of that curious theme That "Things aren't always just what they seem"?

Wasn't it said by Pedagogue Squeers: "You can prove any dashed thing by the use of figures"?

I notice that a gentleman in Shanghai is taking the community there to task for the callousness which it displayed on the occasion of the tragedy which took place a fortnight ago when the French aviator was killed. The gruesome spectacle of a man hurling through the air and falling with a crash almost at their feet apparently made little impression on the crowds which had assembled to witness the faces, because we are told that the races were proceeded with. Though I don't go so far as to say that this represents the general decadence which has overtaken Shanghai, I agree that the stewards who were responsible for the arrangements of the race meeting should have shown better taste than they did. The subsequent events ought to have been cancelled. How the crowd could enjoy a race after just witnessing the death of the aviator is difficult for anyone with ordinary feelings to appreciate.

It is too soon yet to have many census experiences related, but I am informed there were difficulties in many places when it came to obtaining biographical details from Asiatics. Business premises and offices had their returns as well as dwelling-houses, and the man responsible for collecting the information regarding the staff had no light task. I am told of one man who interviewed the Indian watchman. To the query "What's your name?" was given a reply which could not be translated into English. "What's your age?" was the next effort. "Six years" was the prompt reply. It was explained that they did not wish to know "how long he had been this side," but how many years he had lived. Still the same answer was returned, and in desperation it was decided to credit him with 26 years. I notice that a Home paper tells of a Chinese in London who gave his name as "Al Fox," but I suspect that is to be regarded as a joke.

Joking with the census is a game two can play at. I read that a tradesman at Home on receiving the papers which were distributed a few weeks ago, thought fit to show some humour in his answers. One question was, "Can you both read and write?" In the blank space opposite he put down: "Have no idea. Never tried to read and write at the same time." Another question was: "What is your principal calling?" To this the tradesman answered: "Jolly well wish I were a person of independent means." This was an obvious and perverse evading of the question. So the tradesman has just been tried by a police magistrate of the town on the charge of having answered the census paper "in an eccentric and irrelevant manner." He was found guilty, and ordered to pay a fine of 4s. So humorists beware!

Chinese are usually credited with a considerable share of cuteness, but the rural Chinese are more primitive and more simple than many folks imagine. At the Supreme Court on Saturday a man was asked, "Did you see him dead?" The reply was, "He died by degrees; he did not die all at once." It seems hard for us to understand a life which knows no clocks, but that seems quite common in rural China, as was exemplified at the Supreme Court later the same day. A witness on being asked what time the ship reached Hongkong replied that "the cocks were crowing at the time." Another was asked what time the ship left Canton, and he replied, "It is strange that you should ask me such a question. We are country people and never have clocks, you know."

RODEBICK RANDOM.

LOCAL SPORT.
A "DIES NON."

The numerous fixtures had to be postponed owing to the heavy rain which fell during Saturday morning. The second meeting of the Hongkong Gymkhana Club was put off for a week and the interport test match, and various tennis and bowls tournaments will be fixed for a later date.

BOXING.

PROSPECTS OF A MEETING BETWEEN STANTON AND CAPHAM.

Prospects are promising for a meeting in Hongkong between Fred Stanton, the Canadian, and A. J. Capham, the clever trainer of Bill Lewis, the welterweight champion of the Orient. Capham has declared his readiness to meet the Canadian, and as this is the only opportunity that the latter is likely to have in the Colony of securing a match, it is hardly likely that he will fail to take it. The fight should prove an attractive and clever one. Stanton's ability has been proved, and Capham, although he has not yet had an opportunity to display his skill in the ring, has shown in various training spars with Lewis a knowledge of the art and a hardness which stamp him as a formidable opponent. Should this fight even though it should prove one which will stand high on the scroll of brilliantistic encounters seen in the Colony, and there is little doubt that the principals will attract a crowded house.

GREAT RUBBER ESTATE.

SEVENTEEN THOUSAND ACRES IN SUMATRA.

The *Straits Times* states that negotiations have just been concluded under which the General Rubber Company of America acquires the properties of the New Asahan Tobacco Company for the purpose of planting rubber on a very extensive scale.

The General Rubber Company is the crude rubber end of the vast business conducted by the United States Rubber Company, which, we believe, uses over 25 per cent. of the whole of the rubber consumed in the United States. For a considerable time experiments have been in progress to discover the extent to which plantation rubber can be substituted for Para Col. Col., the president of the company, has taken a close interest in these experiments, and is convinced that there is a great future before plantation rubber, and that in order to protect its interests as an extensive user the Company should have estates of its own where a part at least of what it requires will be produced.

The General Rubber Company already holds two concessions in Sumatra. By acquiring the New Asahan Estates it gets about 70,000 acres of land, most of which is very suitable for rubber growing. As stumps have been removed and the ground very fully cleared in other ways, and an excellent labour force is already available the company anticipates being able to have at least 20,000 acres planted before May, 1912, and the area will continue to be extended after that date.

It is a bold enterprise, and though the opening of such an extensive area may disturb present estate owners, who will strike most people, no doubt, as its significance as an indication of confidence in the future of plantation rubber, and more particularly of confidence in location of the great industry in the Middle East. The American Company took every care to inquire into the possibilities of planting in Brazil before finally deciding that the Middle East offered superior advantages in the matter of labour supply and terms of.

Mr. Davis, the representative of the General Rubber Company, has been here for some time, making himself familiar with local conditions, and we understand that Dr. Gallagher will act as expert adviser.

THE WORK OF THE SUPREME COURT.

The report of the Registrar of the Supreme Court was laid before the Legislative Council on Thursday. We take the following extracts from it:

ORIGINAL JURISDICTION.

The number of Actions instituted in this division of the Court during the year 1910 was 203, and there were 379 pending at the commencement of that year as against 181 and 316 respectively in 1909. 165 were disposed of during the year, 66 being settled or withdrawn before trial, and 1 transferred to Summary Jurisdiction, leaving a balance of 419 undisposed of, as against 116, 41 and 379 respectively in 1909. The total amount involved was \$1,653,941, as against \$1,321,363 in 1909.

The debts and damages recovered amounted to \$1,385,635 as against \$531,247 in 1909.

The total fees collected amounted to \$15,922, as against \$15,370 in 1909.

SUMMARY JURISDICTION.

The number of Actions instituted during the year was 1,785 and 123 were brought forward from 1909, as against 1,417 and 122 respectively in 1909. The total amount involved was \$338,774, and the debts and damages recovered amounted to \$151,230, as against \$281,047 and \$116,222 respectively in 1909.

The total amount of fees collected amounted to \$9,482 as against \$7,809 in 1909.

CRIMINAL JURISDICTION.

There were 82 cases and 123 persons committed for trial at the Criminal Sessions, as against 66 and 122 respectively in 1909.

The number of persons actually indicted was 115, of whom 88 were convicted and 27 were acquitted. Against 6 persons no indictments were filed. In 1909 the figures were respectively 73, 27 and 20.

APPELLATE JURISDICTION.

There were 8 Appeals instituted during the year, viz.—

From the decision of the Chief Justice, 3; and from the decision of the Prince Judge, 3; and from the decision of the Magistrates, 2; in all 8.

ADMIRALTY JURISDICTION.

There was no action instituted and no action tried during the year. The case that was pending since 1908 is still pending.

BANKRUPTCY JURISDICTION.

There were 36 Petitions filed, 21 being creditors' petitions, and 15 being petitions by the debtors themselves. The figures for 1909 were respectively 30, 20 and 10.

The number of receiving orders made was 22, being 15 on creditors' petitions, and 12 on debtors' petitions. 2 Administration Orders were made. The figures for 1909 were respectively 12, 7 and 1, and 1 Administration Order.

The number of Public Examinations held was 15, as against 9 in 1909.

There were 19 Adjudications and 3 Compositions. The figures in 1909 were 9 Adjudications and 1 Composition.

There were no Discharges granted as against one granted in 1909.

The aggregate amount of estimated Assets was \$1,53,350 and estimated Liabilities \$254,742, as against \$65,803 and \$189,155 respectively in 1909.

The fees collected amounted to \$2,938 as against \$2,271 in 1909 and the Official Receiver's Commission as Trustee who no Trustees had been appointed by the Creditors to \$16,342 as against \$1,833 in 1909.

PROBATE AND ADMINISTRATION.

There were 227 Grants made by the Court being—Probate, 88; Letters of Administration, 139; in all 227.

The figures in 1909 were respectively 90 and 120.

The aggregate value of the Estates was \$4,026,040, as against \$3,422,250 in 1909.

Probate Duties amounted to \$156,970. Court Fees amounted to \$9,778 and Official Administrator's Commission to \$5,272. The figures in 1909 were respectively \$98,022, \$6,200 and \$1,164.

There were 47 Estates vested in, or administered by, the Official Administrator during the year, representing an aggregate value of \$35,000. The figures for 1909 were respectively 18 and \$25,900.

35 Estates were wound up during the year, representing an aggregate value of \$25,260, as against 19 in 1909 representing \$10,210.

OFFICIAL TRUSTEES.

The total number of Trust Estates in the hands of the Official Trustee at the end of 1910 was 24 and the aggregate amount of Trust Funds \$89,698 as against 23 Estates aggregating \$88,067 in 1909, and certain home property.

The amount of Commission collected was \$378 as against \$396 in 1909.

REGISTRATION OF COMPANIES.

The total number of Companies registered from the commencement of the Companies Ordinance, 1865 was 685 with an aggregate capital of \$333,497,616.

Of the 685 Companies on the Register 114 are still in existence, 582 are not floated, 136 were wound up and were in the course of being wound up, leaving 357 on the Register at the end of 1910. The figures in 1909 were respectively \$98,022, \$6,200 and \$1,164.

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THE PHILIPPINES IN AMERICA.

ATTITUDE OF THE PEOPLE.

(FROM "THE TIMES" SPECIAL CORRESPONDENT IN AMERICA.)

is really making the better job of what it has to do, it is not surprising that high ambitions should have faint in something like weariness and disgust.

But more influential than either of these causes of indifference is the commercial sentiment. The Philippines are held to have been altogether too costly and to be a bad investment. Precisely what the Philippines have cost so far is a subject which has been much discussed, and there are those who, going back to the beginning of the Spanish War, and counting in all possible incidental expenses, make it run up into many hundreds of millions of dollars. To one who has been brought up in the school of British Imperialism there are, however, certain objections to considering any Colonial possession merely as a commercial undertaking. Still less does the financial standard seem the right one to apply to an enterprise which has increased public uneasiness on the subject of American relations with Japan, and partly because the Committee of Insular Affairs of the House of Representatives was not so long ago at work on its investigation of the Fria Lands scandal, as it is called, a full history of which was given in *The Times* of November 15 last. In the general, if desultory, discussion of the subject which is now going on it is rare to hear anyone speak of America's possession of the islands with even the semblance of enthusiasm. The almost universal attitude is one of indifference, tinged with contempt. It is probable that if, without any action on its part, the United States could suddenly cease to be in occupation, if the whole situation could be in its own accord become non-existent—the immense majority of the American people would be glad. It would be a relief not to have the Philippines, but to take the positive action that would be necessary to surrender them is another matter.

THE ARGUMENTS AGAINST SURRENDER.

The history of the United States is one record of expansion since the days when the original 13 colonies occupied no more than the narrow strip of territory on the Atlantic coast. There are not many precedents for abandoning territory once occupied. Moreover, there was an active opposition to each successive step forward as ever there has been to the occupation or retention of the Philippines. There has always been an anti-expansionist party. But, as we look back, we see that in each case history has made heroes of the men who inspired the movement of agrarianism and has slighted those who opposed it. At the time, men among the greatest of their day poured ridicule on the acquisition of both California and Alaska. What could the United States profit from the arid deserts of the one or the frozen wastes of the other? But what American doubts the wisdom of the taking of either to-day? The recognition of these things is too clear to make it possible for the people to consent to the evacuation of the Philippines. Not only this, but in the discussion of the two alternatives of retention and surrender there is a tendency to lose sight of the intermediate course. There is a growing disposition, not with any joyousness, but in a spirit of resignation, to regard the islands as a permanent possession, or, more correctly perhaps, as a permanent burden, a cross to be borne with such cheerful meekness as the country can muster. When President Taft expressed his opinion that it would be a long time yet before the Filipinos would be fit for self-government as to permit the country being handed over to them, what was not the suggested length of the delay, but the fact that the President was in favour of ultimate abandonment.

One point should be emphasized. If, or (as one is almost tempted to say) when, the Philippines are to be finally accepted as an integral part of the territories of the United States, there will undoubtedly be a disposition in many quarters in Europe to believe that this was always the American intention, and that there never was any expectation of converting the islands into a self-governing State. Which would be an injustice. No one who was familiar with the course of events in 1898, or has been in touch with American sentiment since, can doubt that the professions of the entirely temporary character of the occupation at that time were altogether in earnest, or that the country entered on what it believed to be its "mission" in the Philippines in the loftiest spirit. It is notorious how reluctantly President McKinley himself was brought to consent to even the temporary charge of what seemed as burdensome an estate. And, conversely, if European opinion should be generous to the United States in this matter, one cannot resist expressing a pious hope that their own experience in the Philippines may make Americans believe that sometimes Great Britain also has been compelled to assume burdens of Empire both without original intent and much against her will. At present it is a unilateral article of belief with the masses of the people of the United States that, while each successive step in the development of their own country has been an inevitable stage in the unfolding of a manifest and divinely pre-ordained destiny, every consecutive step in the enlargement of the British Empire has been an example of an atrocious national rapacity.

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A N Experienced LADY TEACHER for a Young Lady unacquainted with the English language. State terms, number of lessons given per week, hours, etc. Apply to—

"18," Care of "Daily Press" Office, Hongkong, 23rd May, 1911. [736]

THEATRE ROYAL.

SPECIAL NOTICE.

MR. HENRY DALLAS has the pleasure to announce that

"THE FOLLIES" WILL GIVE A FINAL PERFORMANCE

ON FRIDAY, MAY 26TH.

When NEW SONGS, DUETS and CONCERTED NUMBERS will be introduced.

This will positively be the LAST APPEARANCE in HONGKONG of THE FOLLIES, as they embark on Saturday, May 27th, for India and South Africa.

Plans at MOUTIE'S.

Hongkong, 22nd May, 1911. [737]

MACAO STAMPS!

A BOUT 30 Stamps in use, price about \$5.00. The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers.

L. M. DOS REMEDIOS, Macao, 17th May, 1911. [716]

BARGAINS.

SHOP-SOILED PERFUMERY Sold at Prices to clear. PARIS TOILET SALOONS, Under The Astor House, Hongkong, 20th May, 1911. [730]

NOTICE.

NOTICE IS HEREBY GIVEN that the power so far held by M. J. EMIL MEYER to sign our Firm per Procuration has been withdrawn from this Date. GARRELS, BOERNER & CO., Shanghai, Hongkong, Hankow, Hongkong, 12th May, 1911. [699]

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OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE

DAIRY FARM CO., LTD.

[36]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views. Inspection Invited. [544]

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Plain Silk Black Stockings.

Lace Also Boys and Girls, Best Values.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [38]

PUBLIC COMPANY

HONGKONG FIRE INSURANCE COMPANY, LTD.

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NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 3 Shares numbered 5662/6554 in the above-named Company standing in the name of Mrs. MARIA PEREIRA MARQUES (deceased) of Macao, has been LOST, and should the same not be produced before the 2nd June, a new Scrip Certificate will be issued in favour of the said Mrs. MARIA PEREIRA MARQUES (deceased), and no transaction taking place under the old Scrip Certificate will be recognized by the Company.

JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 18th May, 1911. [731]

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Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, etc. Apply to—

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A T Coast Port, as a going concern. Proprietor retiring. For further Particulars apply to— "HOTEL," Care of "Daily Press" Office, Hongkong, 5th May, 1911. [671]

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910. REVERED BY THE MEMBERS.

PRICE \$3. DAILY PRESS OFFICE, Hongkong, 21st February, 1911.

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THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei-ling, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINKE.

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HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [38]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 14 of 1903 and Government Notification No. 9 of 15th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on WEDNESDAY, 24th instant, VICTORIA DAY. Hongkong, 19th May, 1911. [727]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 26, 47 and 57.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

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WM. SCHMIDT & CO., Hongkong, 26th October, 1906. [608]

SINGON & CO.

IRON Steel, Metal and Hardware Merchant. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Ship Chandlers. Nos. 35 & 37, Hing Loong Street (2nd St., west of Central Market). Telephone No. 515. [565]

A LING & CO..

19, QUEEN'S ROAD CENTRAL. FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

DENTISTEY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [408]

TERMS VERY MODERATE Consultation Free.

Hongkong, 1st September, 1905. [474]

SIEN TING

S U R G E O N D E N T I S T, No. 10, D'AGUILAR STREET

TO BE LET.

N O. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

No. 21, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc. Apply to—

YEE SANG FAT, Same Address. Hongkong, 24th February, 1911. [362]

TO BE LET.

G ODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1911. [114]

TO LET.

O FFICES on Ground and First Floor in Chater Road. Very central position. WOODLANDS VILLA, West, 23, Seymour Road, furnished.

No. 18, BEAULIEU TERRACE.

No. 9, BEACONSFIELD ARCADE (Shop).

The EXLY, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—TO CEMET, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Building.

Hongkong, 10th May, 1911. [118]

TO LET.

N O. 4, ORMSBY VILLAS, Kowloon.

Apply to— SPANISH DOMINICAN PROCLURATION.

Hongkong, 22nd April, 1911. [626]

TO LET.

9, MOUNTAIN VIEW (at present occupied by E. B. HALLIFAX, Esq.).

From 1st May, 1911.

10, MOUNTAIN VIEW.

Apply— "Y. Z." Care of "Daily Press" Office.

Hongkong, 4th April, 1911. [491]

TO LET.

T OP FLOOR, No. 6, Ice House Street, suitable for Office and/or Dwelling.

Apply— A. B. AVASIA, No. 1, Duddell Street.

Hongkong, 15th May, 1911. [707]

TO LET.

F IRST FLOOR of No. 4, Des Voeux Road CENTRAL.

GODOWNS in Masons Lane good for storage of

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBROUGH,
HULL, LONDON AND STRAITS.

THE Steamship

"GLENROY."

Capt. H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd inst., at 9 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHIENWAN TOMES & CO., Agents.

Hongkong, 17th May, 1911. [720]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex.s.s. "Deli" from Medan.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 17th May, 1911. [5]

SWEDISH EAST ASIATIC CO. LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

CIOF WILK & CO., CHINA AGENCIES

AKTIEBOLAG,

Agents.

Hongkong, 17th May, 1911. [785]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT."

FROM GLASGOW, LIVERPOOL

AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

Hongkong, 18th May, 1911. [723]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"NECKA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 17th May, 1911. [5]



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

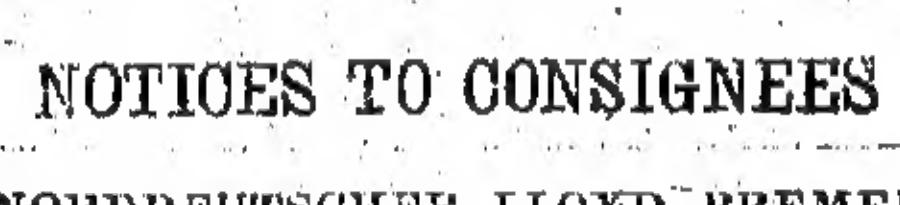
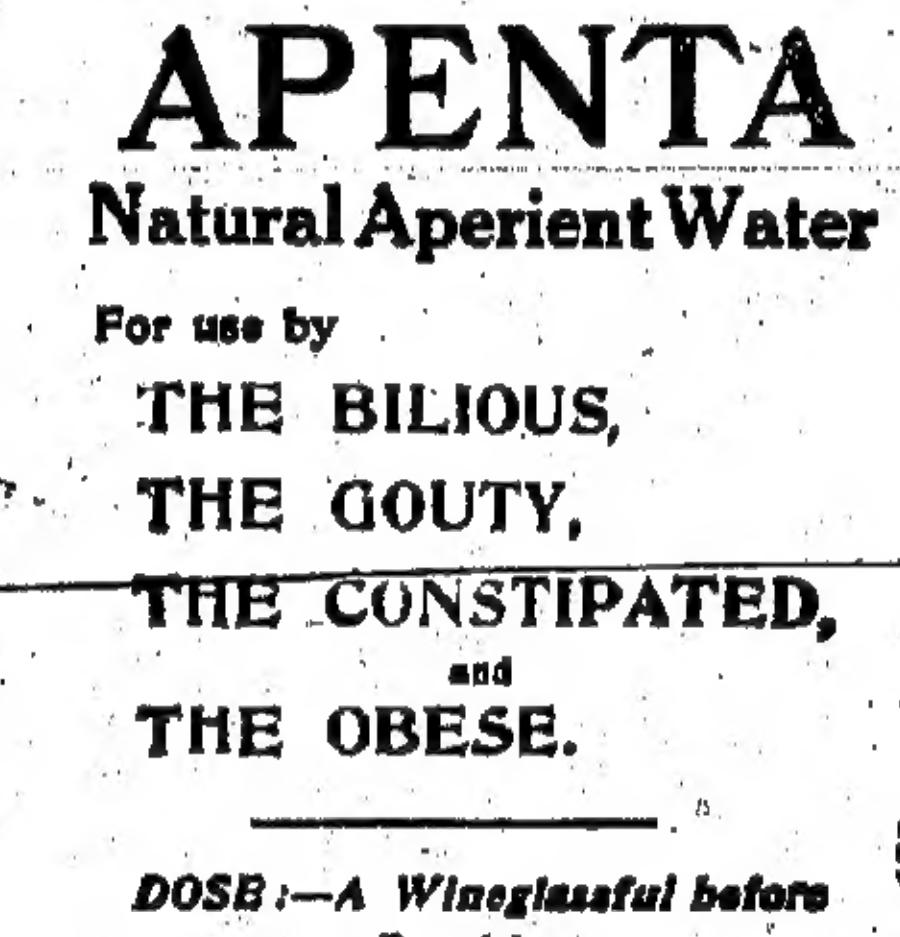
150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[56]



LATE TELEGRAPHIC NEWS.

FROM SOUTHERN PAPERS

THE HOUNDSDITCH SENSATION.

London, May 1st.

The trial of the Houndsditch prisoners, Peters, Dubof, and the woman Vassileva, began at the Old Bailey to-day.

At the suggestion of the Judge, Mr. Justice Grantham, the charge of murder was dropped. The prosecution therefore restricted the charges to being accessories after the fact.

NORTH-EAST AMERICAN TOWN DESTROYED

BY FIRE.

London, May 1st.

A great part of the town of Bangor, in the State of Maine, has been destroyed by fire, despite the dynamiting of numerous buildings. Many hundreds of people are homeless, though only three lives were lost. The damage has been estimated at six million dollars.

NEW METHOD OF APPOINTING J.J.S.

London, May 1st.

The question of the appointment of Justices of the Peace, in connection with which Lord Rosebery's selections have been warmly criticised by the Radicals, was definitely raised in the House of Commons to-day, when Mr. Asquith, replying to a series of questions, explained that the Royal Commission recommended the appointment of County Advisory Committees, of which 36 had already been appointed, and there would eventually be 67.

The Lord Chancellor would see that all the Committees were properly instituted and representative. (Ironical Ministerial laughter.) The Lord Chancellor had written to him stating that he would certainly adhere to the principles which he had hitherto followed, swelling himself of the assistance of the Advisory Committees.

Mr. Asquith deprecated a discussion at present which would throw no light on the subject in the absence of evidence of the results of the new machinery.

THE ANTI-GREEK BOYCOTT IN TURKEY.

Constantinople, May 2nd.

The British and Russian Embassies have made representations to the Porte concerning the injury suffered by subjects of their respective countries in consequence of the anti-Greek boycott.

BRITISH GUNS FOR TURKEY.

Constantinople, May 2nd.

The Artillery Commission has returned from visiting gun foundries in England, France, and Germany for the purpose of deciding the type of artillery for the new battleships. It is understood that the Commission has reported unanimously in favour of Armstrongs' and Vickers' guns as immeasurably superior to continental guns.

BRITISH RAILWAYS.

London, May 2nd.

The Report of the Board of Trade Committee on Railway Agreements and Amalgamations accepts co-operation and the more complete elimination of competition as inevitable. The Committee believes that it will be beneficial if properly safeguarded.

The report further says that the public can not be protected by the special sanctioning of agreements, but by general legislation dealing with co-operation, whether the result of formal agreements or not.

A NAVAL SCHEME FAILS.

London, May 3rd.

The papers state that the Admiralty scheme for the establishment of a reserve of 300 trained fishermen at Grimsby for a fleet of mine-sweeping trawlers for special war service has been a failure. Hitherto, it is stated, only eleven fishermen have enrolled.

THE ONE THOUSAND GUINEAS RACE.

London, April 28th.

Hair Trigger, who was favourite at 5 to 5 against jumping off smartly, but was beaten at the Buses. Radiance led slightly nearing home from Knockferns, Attnah, and Sospl, Attnah winning a fine race by a short head; two lengths between second and third.

ARBITRATION BETWEEN GREAT BRITAIN AND THE UNITED STATES.

London, April 28th.

At the meeting at the Guildhall, Mr. Asquith said that a compact for the obliteration of war would be a most signal victory of reason. Such a compact had no ulterior political purposes, and did not contain a message of menace to any part of mankind. It was not an Alliance, defensive or aggressive. While it was not for them to dictate or preach to other nations, he was sure that an Anglo-American agreement to renounce war would be a step of immeasurable and incomparable significance in the progress of humanity.

Mr. Balfour said it was true that to make International Law too far in advance of public opinion would be folly, but he believed that the mass of all classes in Great Britain and America favoured arbitration.

Consignees for Cargo ex.s.s. "GRENAY" (having sustained General Average), are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

THE AUSTRALIAN REFERENDUM RELATING TO THE CONSTITUTION.

Melbourne, April 26th.

Regarding the adverse result of the Referendum, the Labourites lament that provincialism has over-ridden larger Federal interests, and complain of the Opposition using large funds and profiting by the support of the big newspapers.

On the other hand the Opposition rejoices at the peoples' utter disapproval of wild and unlimited schemes, and the overbearing methods of the Labourites and Socialists, with the result, they say, that renewed confidence will be imparted to industrial life and the Commonwealth will be able to benefit by its present splendid prosperity.

LORD KITCHENER'S FUTURE APPOINTMENT.

Calcutta, May 1st.

A special cable to the Indian Daily News says that it has practically been arranged that Lord Kitchener will be appointed to a very high office after the Coronation. The cable suggests that either a revival of the Commander-in-Chiefship is contemplated, or that Lord Kitchener is to become Secretary of State for War.

QUEEN MARY AND THE NEW FASHIONS.

Calcutta, May 1st.

A cable to the Indian Daily News states that the Court Circular announces that ladies will not be permitted to wear the prevailing tight dresses No. 1. Claims will be admitted after the Goods have left the Godowns.

AMERICAN EXCURSION TRAIN DERAILED.

London, May 1st.

Eleven persons have been killed through the derailment of an excursion train at Martin's Creek on the Pennsylvania railroad.

THE GOLD COAST HINTERLAND EXPEDITION.

London, May 1st.

The Gold Coast expedition to the Separi Hills has been brought to a successful conclusion. The natives surrendered after several weeks' fighting. The casualties are slight, though the natives used poisoned arrows.

[The expedition, consisting of eight British officers and 300 men, went to punish a refractory tribe in the Separi Hills.]

LLOYD GEORGE'S INSURANCE SCHEMES.

London, May 4th.

In the House of Commons Mr. Lloyd George, when introducing his elaborate scheme of insurance against invalidity, sickness, and unemployment, said it was estimated that there would be 13,100,000 compulsary and 1,600,000 voluntary contributors who would enjoy sick allowances and free doctoring, while the State would give the local authorities for hospitals £1,500,000 down and a million yearly for consumptive sanatoria.

He anticipated that the insurance fund would eventually yield a surplus, enabling the Government to grant old-age pensions at sixty-five years of age.

[Regarding unemployment, Mr. Lloyd George said he proposed to deal only with the engineering and building trades. He proposed that workmen and employers should be compelled to pay 2s. 6d. each weekly, and that the State should bear one-fourth of the total cost, the payment of benefits not to be made to those who were unemployed through misconduct, strikes, or lockouts. The scheme affected 2,400,000 men.

Mr. Austin Chamberlain supported the scheme.

[Later, An unexpected feature, which is generally commended, is a 30s. benefit in maternity cases, which is conditional upon women

INTIMATIONS

The REMINGTON TYPEWRITER

is the universal savor, it is a time savor, a labour savor, a trouble savor, an expense savor, and a business builder.

SIEMSSSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

[533-9]

ON SALE.

THE DIRECTORY

AND

CHRONICLE 1911.

FOR

China, Japan, Corea, Indo-China, Siam, Straits Settlements, Malay States, Netherlands India, Philippines, Borneo, etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in such case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the Traveller, giving every detail in connection with the places, their History, Topography, etc., etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Boreal Ocean—Complete with Fifteen Maps, and Plans, pp. 1,882, \$10.00. Directory only, pp. 1,362, \$6.00.

The Directories and Descriptions are of

CHINA

Peking Soochow Canton Whampoa Kowloon Nanking Lappa Samsul Kowklang Samshui Haukow Kowloon Yoochow Nanning Wuchowfu Ichang Pahkhol Kiangchung Hoihow Ningpo Lungchow Santa Hokow Foothow Szemao Swatow

JAPAN AND FORMOSA

Tokyo Osaka Keelung Tainan Moji Nagasaki Takao Kobe Hakodate Ampong Shimoneseki Tamsui

EASTERN SIBERIA

Vladivostock Niojewsk

CHOSSEN

Seoul Wonsan Mokpo Fusan Pingyang Songchin

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi Annam Tourane Rue Saigon

Tonkin Province Quinhon Cambodge

PHILIPPINES

Manila Iloilo Cebu

BORNEO

Sarawak Labuan British N. Borneo

BANGKOK

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

Johore Sungai Ujong Selangor

Pahang

Jelobu Perak

NETHERLANDS INDIA

Batavia Samarang Padang

Buitenzorg Sourabaya Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British German Austrian United States

French Japanese Italian

OFFICERS OF COAST AND RIVER STEAMERS

The Book is printed from New Type specially

reserved for this purpose, and uniformly in every arrangement greatly facilitates reference.

The features in the 1911 Edition are the

CLASSIFIED LISTS OF TRADES and

PROFESSIONS at the larger Commercial

Centres.

The ALPHABETICAL LIST of RESIDENTS

contains the names of over

20,000 FOREIGNERS.

carefully arranged, with the initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantaneously.

THE MAPS AND PLANS

have been engraved by one of the most eminent Firms in Great Britain, and are corrected and brought up to date. They consist this year of the following—

COLOURED PLATE OF FLAGS OF FOREIGN HONG

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOREA AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, THIBETAN

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,600 h.p., Comdr. A. Lowndes, Weihaiwei.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddie, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut.

Comdr. B. G. Washington, Hongkong.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,

Ed. Comdr. H. J. Lynes, Shanghai.

Chern, water tank and tug, 390 tons, i.h.p. 340,

Master W. Smith, Hongkong.

Clito, British sloop, 1,070 tons, i.h.p. 1,400,

Ed. Comdr. H. E. Veach, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas,

Weihaiwei.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 i.h.p., Lt.-Comdr. Hon. Guy Stopford,

Hongkong.

Hornet, gunboat 710 tons, 900 i.h.p., Lieut.

Comdr. M. B. R. Blackwood, Weihaiwei.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Comdr. M. B. R. Blackwood,

Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, 18,200 i.h.p., Capt. S. J. R. Farquhar, Weihaiwei.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200,

Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, cruising.

Minotaur, armoured cruiser (flagship Vice-

Admiral Sir A. L. Winslow, K.C.B., C.V.O. C.M.G.), 14,600 tons, i.h.p. 27,000,

Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O.

Weihaiwei.

Orion, torpedo-boat destroyer, 340 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stopford,

Hongkong.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. C. O. Douglas, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Claude Hillerden-Woodward, E.N., Yangtze.

Teal, river gunboat, 180 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. B. J. Buchanan, Yangtze.

Whidbey, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 340 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.

Wasp, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. B. J. Buchanan, Yangtze.

Thidore, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. M. B. Baillie-Hamilton, Shanghai.

Whidbey, torpedo-boat destroyer, 340 tons, 6 guns, 5,900 i.h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 i.h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. B. B. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000, Fregattenkapitän Oskar Hause, Northern Waters.

Panther, third class cruiser, 1,530 tons, Fregattenkapitän Theodor Skerl Edl. von Schmidtheim.

BRITISH.

Achémén, armoured gunboat, 1,820 tons, 2 guns, 1,700 i.h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 i.h.p., Commander Fournier, Hongkong.

Alouette, gunboat, 508 tons, 7 guns, 400 i.h.p., Lieut.-Comdr. S. J. T. Conroy, Yangtze.

Argus, river gunboat, 180 tons, 6 guns, 570 i.h.p., Lieut. Audard.

Baionnette, gunboat.

Cimier, gunboat, 140 tons, Reserve, Saigon.

Caronale, gunboat, 184 tons, Reserve, Saigon.

Décidé, gunboat, 630 tons, 10 guns, 900 i.h.p., Lieut. de Linhart, Shanghai.

Endeavour, gunboat, 170 tons, 5 guns, 1,300 i.h.p., Captain Ross.

Fauchard, gunboat, 170 tons, 5 guns, 1,300 i.h.p., Captain Ross.

Gambier, gunboat, 180 tons, 6 guns, 570 i.h.p., Lieut. Toussaint.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 i.h.p., Capitano Mario Casanova di Jarosz.

Puglia, protected cruiser, 2,498 tons, 26 guns, 7,000 i.h.p., Capitano Giuseppe Viancioli Marzocchi, Lorenzo.

PORTUGUESE.

Patra, gunboat, 700 tons, Captain J. Affreiro.

Rei, cruiser, 1,600 tons, Comdr. J. Alves.

Umbria, gunboat, 1,600 tons, Comdr. J. Alves.

UNITED STATES.

Albany, cruiser, 3,000 tons, C. S. Williams.

Ararat, gunboat, Lieut.-Comdr. Matt H. Arayat.</p

GRAND LODGE OF
FREEMASONS.ADDRESS TO THE DUKE OF
CONNAUGHT.

The seating capacity of the Royal Albert Hall was taxed to its utmost capacity last month on the occasion of the festival of the United Grand Lodge of Freemasons of England. The large gathering, which is representative of the Freemasons throughout England, had been arranged for the purpose of presenting an address to the Grand Master (the Duke of Connaught) congratulating his Royal Highness on his successful mission to South Africa and on his appointment as Governor-General of Canada. Acting on medical advice, however, the Grand Master was not able to be present, as he had been obliged to cancel all his engagements during the remainder of the month. In his absence the Pro-Grand Master, Lord Amphil, presided, and he was supported by the Deputy Grand Master (Mr. T. F. Halsey), the Provincial Grand Masters of England, the District Grand Master of the Argentine, the Provincial Grand Masters of Queensland, Auckland, and the Eastern Archipelago, and a large number of Past Grand Officers. The first two rows of the vast platform were occupied by the Provincial Grand Masters, and behind were massed the Past Grand Officers. These and the brethren in order parts of the hall wore their regalia, and the effect was very striking. The meeting was one of the most memorable that has ever been held in the Royal Albert Hall, and will rank as one of the largest that has been organised in the annals of English Freemasonry.

The Pro-Grand Master in opening the proceedings said they had to bear a great disappointment, for the whole purpose of that great assembly had been in vain. That purpose was to assure their beloved Grand Master in person of their loyal devotion and fraternal affection, and also to hear from his own lips how he regarded their sentiments. It was to that end alone that they left their own place of assembly and came to that spacious building in order that their gathering, in numbers and in representative character, might be worthy of the occasion of voting a compliment to the Grand Master and of furnishing a striking demonstration of the power, unity, and loyalty of the craft (Cheers). But they had been disappointed in the hope, which many of them had long cherished, of bringing about as desirable and memorable a festival gathering by circumstances which none of them could have foreseen and by causes which no human being could control.

The Grand Master's disappointment was greater than theirs. They could realise what this disappointment meant to one like the Grand Master whose whole life from childhood had been consecrated to public duty. (Cheers). The Pro-Grand Master then read a letter addressed to himself from his Royal Highness setting forth that at the pressing instance of his medical adviser he was reluctantly obliged to give up the hope of fulfilling the only engagement which he had not cancelled some time before. "It is, I assure you, a great disappointment to me, as I know it will be to all the Masons whom I was so looking forward to meeting in such large numbers," wrote the Grand Master. "My doctor insisted on cancelling all engagements this month, and I was obliged to follow his orders." His Royal Highness, the Pro-Grand Master continued, had consented to receive a deputation. He proposed that a deputation be appointed to wait upon the Grand Master when he was well enough to receive it, in order to present the address which had been prepared. He suggested that the deputation should consist of the Deputy Grand Master, the Grand Wardens of the year, the Grand Secretary, the Grand Registrar, the Grand Director of Ceremonies, and himself. (Cheers.)

THE DUKE'S SERVICES TO THE EMPIRE.

The Grand Secretary (Sir E. Lethworth) read the address, which set forth that the members of Grand Lodge and the brethren of the craft begged his Royal Highness to accept their fraternal congratulations on the memorable success which had attended his discharge of the important duties in South Africa entrusted to him by the King and of the great services he had thereto rendered to the Empire. (Cheers.) They recognises with pride and joy that his Royal Highness had discharged those important duties not only with prudence, patience, and firmness, but also with public spirit, ardent and disinterested love of truth, serenity of temper, and benevolence of heart which well accorded with the purest tenets of the craft. The address also expressed the feeling of lively satisfaction with which they had heard that it was the wish of the King that his Royal Highness should undertake the arduous duties of Governor-General of the Dominion of Canada. (Applause.) The welfare of that Dominion was very dear to them, and they felt sure that his Royal Highness would govern that when he ceased to hold that high office the people of the Dominion, however much they might differ in race, manners, language, or religion, would unite in cherishing, with gratitude the memory of his wise, upright, and benevolent administration.

The Pro-Grand Master formally moved that the address be presented to the Grand Master by a deputation.

The Deputy-Grand-Master responded, and the resolution was carried.

Lord Amphil then appointed and invested the Grand Officers for the year. He himself was appointed Pro-Grand Master; Sir E. Lethworth, Grand Secretary; Mr. T. Griffiths, Grand Treasurer; Lieutenant-Colonel the Hon. George E. Heneage, Grand Senior Warden; the Lord Mayor of London (Sir T. V. Vasey Strong); Grand Junior Warden; the Bishop of Southampton and Canon Barnard, Chaplains. Masonic honours were subsequently conferred on a number of brethren.

REPORTED SUPPORT FROM LONDON.

There has been continuous rumour as to the Bank of Brazil refusing to make any further advances to the group of financiers. This seems to have taken place recently to such an extent that the syndicate has been compelled to allow some 300 to 400 tons of rubber to pass through, a fact which accounts for the fall in last week's prices. The bank is, however, so interested in the operations which it has backed for such a long time that, though making no fresh advances, it is now continuing those already made. Some solution of the present difficulty is sought in the report that large London interests are organising a loan of £6,000,000 for this port on the 20th instant, of 1 p.m., with the outward English Mails and the date on the 23rd instant, at about 5 a.m.

The P. & O. S. N. Co.'s str. *Delhi* left Singapore for this port on the 20th instant, at 1 p.m., with the outward English Mails, and the date on the 23rd instant, at about 5 a.m.

The P. & O. S. N. Co.'s str. *Nubia* is expected to arrive at Penang on the 24th inst., at 6 a.m.

The Silk ex R.M.S. *Montague*, which left here on the 18th ult., arrived at New York on the 18th inst.

The 1.G.M. str. *Gneisenau*, which left here on the 16th inst., at 7 p.m., arrived at Shanghai on the 20th inst., at 3 a.m.

ON SALE.

BOUNDED VOLUMES of the HONGKONG DAILY PRESS, July to December, 1910, WITH INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" OFFICE, Hongkong, 23rd March, 1911.

WEATHER REPORT.

On the 21st at 11.55 a.m.—The barometer has fallen considerably over S. Japan and the Loochoos, and risen moderately to slightly at the continental stations.

The depression lying over Manchuria yesterday appears to have moved away to the North-east.

A depression, formed in the "low" area lying over S. China, has moved into the Eastern Sea. The high pressure area is lying over the Pacific to the East of Japan.

Moderate, variable winds are indicated over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 1.37 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

Hongkong & Neighbourhood. (*)

Forwards Channel. (Variable winds, moderate.

South coast of China between S. E. and Hainan. Same as No. 1. Hongkong and Lantau. Same as No. 1. South coast of China between S. E. winds, fresh.

S. W. and variable winds, moderate; fair at first, showerly later.

CANADA'S CHOICE.

THE UNION JACK OR THE STARS AND STRIPES?

President Taft's declaration, in New York on the 27th inst., that there is no danger of the United States annexing Canada, if the reciprocity agreement is ratified, was denied in the Federal House of Representatives the following day by Mr. Price, a member of Congress from Illinois. He said:

"I do not agree with President Taft's assertion that annexation talk is all bosh." What is the history of the American people? We might be frank and honest. Americans went into Texas, Americanised it, and annexed it. We went into Hawaii with the same result.

"If bright young men go by hundreds and thousands from our northern States into Canada, what do you think will be the effect? Have I not the right to say that it is the first step towards annexation? Has not Canada the right to believe it?"

"Mr. Champ Clark, the Speaker, said that he was in favour of taking Canada as a part of the United States. This was the first step towards annexation. He is a plain, blunt, honest man, whom I admire for his frankness. He never denied that statement.

"I say to my neighbours on the north, 'Be not deceived. When we go into a country and get control of it we take it.' It is our history, and it is right that we should take it if we want it, and you might as well understand it."

"Speaker Clark has said so. The party behind him has said so. They are in control."

THE INDIARUBBER CRISIS IN PARA.

PRESENT POSITION.

The Times of the 27th ult. says:—

During the past two or three weeks we have been publishing a series of cablegrams from our Correspondent at Rio de Janeiro as to the rubber crisis in Brazil. The messages have shown that in view of the apparent unwillingness of the Bank of Brazil to extend the financial facilities which it has been affording to the syndicate of merchants, to enable them to withhold the material from the market and thus maintain prices, the States of Para and Amazonas have been endeavouring to form another bank to support the operations.

Yesterday's cablegram showed that the merchants, impeded under the burden of rubber they are carrying, had appealed to the State of Para for relief, and that the State, admitting its inability to do more, holds out some hope of assistance from the Federal Government and has called a special Session of its Legislature.

THE SYNDICATE AND THE SHORT SUPPLY.

The present Para rubber "ring" or syndicate has for some time been keenly watched by those interested in the trade. Its operations, though partially known, are clothed with much obscurity.

The syndicate exists in Brazil for the purpose of collecting and storing excess while waiting for an opportunity of controlling the market. Such an opportunity seemed to be at hand, owing to the shortage of the rubber crop in Brazil, a circumstance which, of course, makes it easier to buy up supplies and so assist market manipulation.

This shortage is due to the early rising this year of the River Amazon, and it is expected that there will be a reduction of from 10 per cent. to 20 per cent. in the amount of rubber received at Para for the rubber year ending June 30 next. The actual decrease of receipts at Para from July 1, 1910, to March 31 last was 2,375 tons, while the receipts for March alone were 3,530 tons, against 5,210 tons for the corresponding month last year. The amount up to April 27 is 3,070 tons, or about 3,170 tons for the whole month, as against 3,600 for April, 1910, while the shortage will probably be accentuated in May and June. At present the stocks at Para are 4,050 tons, of which 2,970 tons are owned by the syndicate in Liverpool, where the visible supply on March 31 last year was 749 tons, as against 4,437 tons this year, a good deal of which latter amount is subject to the syndicate's operations.

The "ring" works in Brazil by means of an advance system of payment given to the native merchants who, with other financiers, have formed this organization. The natives take six months collecting the crop, which is sent down by the overseers at intervals. The whole arrangement has been more or less backed by the Bank of Brazil, as much as advances are made to the syndicate in the ordinary way.

REPORTED SUPPORT FROM LONDON.

There has been continuous rumour as to the Bank of Brazil refusing to make any further advances to the group of financiers. This seems to have taken place recently to such an extent that the syndicate has been compelled to allow some 300 to 400 tons of rubber to pass through, a fact which accounts for the fall in last week's prices. The bank is, however, so interested in the operations which it has backed for such a long time that, though making no fresh advances, it is now continuing those already made. Some solution of the present difficulty is sought in the report that large London interests are organising a loan of £6,000,000 for this port on the 20th instant, of 1 p.m., with the outward English Mails and the date on the 23rd instant, at about 5 a.m.

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BARCLAY,
PERKINS'
FAMOUS
LONDON STOUT.

The
Leading Brand
in
ENGLAND.

The
best that can
be obtained.

SOLD
EVERWHERE.

SOLE AGENTS FOR CHINA:
DADY BURJOR & CO.
Wholesale Wine & Spirit Merchants.

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SHIPPING IN PORT.

STEAMERS

AWA MARU, Japanese str. 1,911, Iriawa, 14th May—Seattle, 11th April, General—Nippon Yusen Kaisha.
BLOEMFONTEIN, British str. 1,958, J. B. Pattison, 6th May—Singapore 30th April, General—Shewan, Tome & Co.
CANTON, Swedish str. 2,180, J. M. Renstrom, 17th May—Göteborg and Antwerp 27th May, General—Olof Wijk & Co.
CATHERINE APOL, British str. 1,730, L. C. Townsend, 13th May—Singapore 12th May, General—David Sisson & Co.
CROZIER, German str. 1,021, F. Bruhn, 17th May—Bangkok 10th May, Rice—Butterfield & Swire.
DEUFAN, Norwegian str. 1,102, Auones, 18th May—Bangkok and Swatow 17th May, Rice—Aegard, Thorson & Co.
ELAN, British str. 2,571, Milner, 12th May—Shanghai 8th May, Ballast—Asiatic Petroleum Co.
FEI, Norwegian str. 860, N. G. Anders, 19th May—Daly—Nanchang 13th May, Bean and Bean oil—Aegard, Thorson & Co.
HANGSANG, British str. 1,356, S. Wilde, 19th May—Shanghai 14th May, General—Jardine, Matheson & Co.
HONGKONG, French str. 739, A. Cornelissen, 16th May—Haiphong 14th May, General—A. R. Marti.
JEDORE PONS, American str. 1,027, F. Xandoro, 7th May—Manila 3rd May, Barreto—Order.
KEONGWAI, German str. 1,115, J. Kähler, 7th May—Singapore 1st May—Butterfield & Swire.
KOBRA, American str. 5,651, J. W. Saunders, 19th May—San Francisco 18th April, Mails and General—P. M. S. S. Co.
KWUNG LEE, Chinese str. 1,468, Pratt, 16th May—Shanghai 12th May, General—C. M. S. N. Co.
LINAN, British str. 1,350, C. C. Williams, 15th May—Shanghai 12th May, General—Butterfield & Swire.
LYBEMOON, German str. 1,238, v. Pilgrim, 12th May—Saigon 9th May, Rice and General—Hamburg Amerika Line.
MERRAPI, British str. 1,480, E. Wildi, 5th May—Samarrang and Singapore 29th April, Sago—Chinese.
NINGCHOW, British str. 1,836, H. C. Allen, 16th May—Kuching 12th May, Flour and Lumber—Butterfield & Swire.
PANAMA MARU, Japanese str. 1,234, R. Muto, 18th May—Shanghai 15th May, General—Osaka Shosen Kaisha.
RAJAHURI, German str. 1,189, Oftmanns, 18th May—Bangkok 10th May, Rice—Butterfield & Swire.
RAJAHURI, German str. 1,275, H. C. Rehen, 11th May—Bangkok 4th May, Rice and Teakwood—Butterfield & Swire.
RYOJI, Norwegian str. 3,459, E. Meyer, 4th May—Portland and Macti 28th April, Flour and Coal—Portland & Asiatic S.S. Co.
SAINT KILD, British str. 2,469, John Lewis, 10th May—Barry 25th March, Coal—Order.
SELENA, British str. 3,127, Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum Co.
SIEB, Russian str. 2,179, Levenian, 10th May—Mogi 4th May, Coal—Bradley & Co.
SULTAN VAN LANGKA, Dutch str. 2,293, Lagasy, 3rd May—Singapore 27th April, Kerosene Oil—Asiatic Petroleum & Co.
TAMGUL, British str. 919, H. T. Howatt, 18th May—Swatow 17th May, Ballast—Butterfield & Swire.
TEAN, British str. 1,345, A. W. Outerbridge, 19th May—Manila 16th May, General—Butterfield & Swire.
TELEMACHUS, British str. 1,350, Fraser, 15th May—Saigon 11th May, Rice and General—Wo Fat Sing.
TJIMAH, Dutch str. 4,500, J. E. Scholte, 13th May—Macaes 6th May, Coal—Java-China-Japan Lijn.
VESTVOLD, Norwegian str. 1,172, Borgholm, 3rd May—Bangkok via Hethow 24th April, Rice—China-Siam S. N. Co., Ltd.
YERMO MARU, Japanese str. 2,650, T. Shunzei, 17th May—Kobe 7th May, Coal—Osaka Shosen Kaisha.

SAILING VESSEL

ECLIPSE, British 4-masted barque, 2,996, Jane White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAPAN	First half of May	JAVA	First half of May
TJIMAH...	JAVA	First half of May	JAVA	Second half of May
TJIPANAS...	JAPAN	Second half of May	JAVA	Second half of May
TJIKINI....	JAVA	Second half of May	JAPAN	Second half of May
TJILIWONG	SHANGHAI	First half of June	J	

SHIPPING

ARRIVALS.

ANGLIN, German str., 1,005, Cbr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.
 BONDO, German str., 1,344, F. Sombill, 20th May—Sandakan 16th May, Timber and General—Mechanics & Co.
 CECILIAN MARU, Japanese str., 3,122, F. L. Payne, 21st May—Bombay 5th May, General—Nippon Yasha Kaisha.
 CHINHUA, British str., 20th May—Canton.
 CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 20th May—Shantou 19th May, General—Osaka Shosen Kaisha.
 CLARA JENSEN, German str., 1,132, H. Ipland, 19th May—Palo Laut, General—Jensen & Co.
 DEBVENT, British str., 1,560, J. Jenkins, 20th May—Shantou 19th May, General—Man Fat & Co.
 FERNANDEZ HERMANOS, American str., 461, E. Sison, 20th May—Manila 16th May, Sugar—
 HAIYANG, British str., 1,362, A. E. Hodges, 21st May—Foochow via Swatow 19th May, General—Douglas, Lapra & Co.
 JASON, British str., 4,800, Steeves, 20th May—Shanghai 17th May, General—Butterfield & Swire.
 KOWLOON, German str., 1,459, E. Anders, 21st May—Hankow 10th May, Ground nuts and Rail—Hamburg America Lines.
 KUMERIO, British str., 6,232, G. B. McGill, 20th May—Shanghai 16th May, General—The Bank Line.
 KWANGLOU, Chinese str., 20th—Canton.
 MATILDE, German str., 831, Chr. Uldorff, 21st May—Hai-phong and Héi-hou 20th May, Rice and General Josen & Co.
 SEANG CHOO, British str., 3,714, W. T. Larkins, 20th May—Singapore 15th May, General—Seang.
 SI-KIANG, French str., 641, E. de Catalano, 21st May—Hai-phong 19th May, General—Messageries Maritimes.

DEPARTURES.

20th May.
 EMPRESS OF JAPAN, Brit. str., for Vancouver.
 FIFI, Norwegian str., for Canton.
 GERMANY, German str., for Sydney.
 GREGORY APCAR, British str., for Singapore.
 HONGKONG, British str., for Amoy.
 HUMAN, British str., for Hongay.
 LOONGSAM, British str., for Manila.
 LOVAT, British str., for Shanghai.
 POONA, British str., for Yokohama.
 PEINE SIGISMUND, German str., for Australia.
 TIRIBODA, Dutch str., for Batavia.
 ZAFIRO, American str., for Manila.
 21st May.
 CHINUA, British str., for Shanghai.
 CHIPIRING, British str., for Swatow.
 CLARA JENSEN, German str., for Canton.
 DAIGI MARU, Japanese str., for Swatow.
 DAIYA MARU, Japanese str., for Shihkunyu.
 DEBVENT, British str., for Saigon.
 HAIMON, British str., for Swatow.
 HUICHOW, British str., for Amoy.
 KUMERIC, British str., for Manila.
 SEANG CHOO, British str., for Amoy.

SHIPPING REPORTS.

The British str. Seang Choo reports: Light variable winds, moderate sea, squally generally.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. Nippon Maru left Yokohama on the 15th instant for Hongkong.
 The P. M. S. S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th instant.

The P. M. S. S. Co. str. China sailed from San Francisco on the 10th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S. S. Co. str. Manchuria sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL.
 The I.G.M. str. Cobden left Sydney on the 6th instant, at midnight, and may be expected here on or about the 29th instant.

The E. & A. str. Adenland left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. Nipko Maru (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

THE CANADIAN MAIL.
 The C.P.R. Co.'s str. Empress of China, left Vancouver, B.C., for Hongkong (via usual ports of call) on the 12th instant a.m.

THE INDIAN MAIL.
 The Indo-China str. Foochang from Calcutta and the Straits left Singapore for this port on the 18th inst., and is due here on or about the 24th inst.

MERCHANT STEAMERS.
 The Barber Line str. Suruga left New York on the 29th ultmo., and is therefore due here to-day.

The N.Y.K. str. Mishima Maru (European Line) left Shanghai for this port on the 19th inst., and is expected here to-day.

The N.Y.K. str. Hitachi Maru (European Line) left Singapore for this port on the 19th inst., and is expected here on the 24th inst.

The "Ben" Line str. Benzedi from Leith, Antwerp and London, left Singapore on the 18th instant for this port.

The Mogul Line str. Patkhan left United Kingdom on the 12th March for Hongkong via Straits.

The Mogul Line str. Soth left United Kingdom on the 6th instant for Hongkong via the Straits.

The O.S.K. str. Seattle Maru left Tacoma for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

The str. Lenigau left London on the 28th ultmo., and is therefore due here on or about the 18th prox.

The T.K.K. str. Kyo Maru left Valparaiso on the 11th inst. for Hongkong.

STEAMERS PASSED THE CANAL.

April 21st—Antwerp, Canton, Konang Si, Poona, 25th—Soya Maru, Christian, Nebo, Neekar, 28th—Suruga, Tono-n. May 2nd—Achilles, Denbighshire, Nore, 5th—Nubia, Siam, Siam, Buffalo, 9th—Beverich, Karonga, 12th—Ernest Simon, Chaser, Jesric, Prins Eitel Friedrich, Tango Maru, Tenkai, Arcadia, 16th—Glenloch, Miyasaki Maru, Soya Maru, Vorwoert, Alesia, 19th—Horno, Hellas, Ido-meneus, Melaleuca, Nippon, Siki, Silev, Siam, Ville de la Ciotat, Wakasa Maru, Yangtze, ARRIVALS AT HOME.

May 19th—Atiyaman, Kleist, Gengis, Preussen, Scaima.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VEHICLE'S NAME.	FLAG & B.I.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 27th inst., at Noon
LONDON & ANWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 31st inst.
LONDON & ANWERP	MONTGOMYSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON, & CO., LTD.	About 3rd June.
LONDON & ANWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. F. Dally, B.N.E.	P. & O. S. N. Co.	About 14th June.
ROTTERDAM, BAMBURG & ANWERP, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 25th inst.
ROTTERDAM, & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Schöwemmer	HAMBURG-AMERIKA LINE	On 5th June.
HAVRE, BREMEN, HAMBURG, &c.	FEILENSTEIN	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINE	On 9th June.
MARSEILLES, LONDON & ANWERP VIA SINGAPORE, &c.	MISHIMA MARU	Japan str.	k. w.	A. E. Moses	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	BAYEN	Japan str.	k. w.	Bremer	HAMBURG-AMERIKA LINE	On 26th inst.
MARSEILLES, LONDON & ANWERP VIA SINGAPORE, &c.	KAGA MARU	Japan str.	k. w.	M. Hagiwo	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	ATSUTA MARU	Japan str.	k. w.	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st June, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Japan str.	k. w.	Kinsel	HAMBURG-AMERIKA LINE	On 23rd June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	BURLOW	Japan str.	k. w.	H. Formes	MELCHERS & CO.	On 31st inst., at Noon
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Japan str.	k. w.	Pavieisch	SANDER, WIELER & CO.	On 26th inst.
VANDALIA	DEVANHA	Am. str.	—	Meissner	HAMBURG-AMERIKA LINE	On 2nd June.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	—	Thomas	ABENHOLD, KARBERG & CO.	To-morrow.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 10th June, at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAEGLE	Brit. str.	2 m.	Irikiwa	CANADIAN PACIFIC R. CO.	On 28th June, at Noon
VICTORIA, B.C. & SEATTLE VIA KEEBLING, S'GHAI, &c.	AWA MARU	Japan str.	—	—	TO-MORROW	To-morrow, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KEEBLING & JAPAN	SEATTLE MARU	Japan str.	—	—	—	On 24th inst., at 11 A.M.
VICTORIA, B.C. & SEATTLE, VIA KEEBLING, & JAPAN	INABA MARU	Japan str.	—	—	—	On 20th June, at 4 P.M.
KUMERIC	KUMERIC	Am. str.	—	G. B. McGill	THE BANK LINE, LIMITED	On 6th June.
NIPPON MARU	NIPPON MARU	Japan str.	—	H. S. Smith	PACIFIC MAIL S.S. CO.	On 24th inst., at Noon
SAN FRANCISCO VIA KEEBLING, S'GHAI & JAPAN	CHINA	Brit. str.	—	—	TOYO KAISEN KAISHA	On 2nd June, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ELLEDIC	Brit. str.	—	Christie Smith	PACIFIC MAIL S.S. CO.	On 24th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	HENBIK ISSEN	Nor. str.	1 m.	J. N. gao	TOYO KAISEN KAISHA	On 2nd June, at 1 P.M.
PORTLAND VIA JAPAN	YAWATA MARU	Japan str.	—	T. Yamawaki	PACIFIC MAIL S.S. CO.	On 2nd June, at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Japan str.	—	L. Klugkist	THE BANK LINE, LIMITED	On 29th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Japan str.	—	M. Yagi	PACIFIC MAIL S.S. CO.	On 9th June, at Noon.
KOBE & YOKOHAMA	NIKKO MARU	Japan str.	—	T. Yamawaki	TOYO KAISEN KAISHA	On 17th June, at D'light
KOBE & YOKOHAMA	COHEN	Japan str.	—	L. Klugkist	PACIFIC MAIL S.S. CO.	On 7th June, at 1 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Japan str.	—	M. Yagi	TOYO KAISEN KAISHA	On 23rd inst., at 11 A.M.
TIKINI	TIKINI	Japan str.	—	H. Koops	TOYO KAISEN KAISHA	On 7th June, at Noon.
CHONGSHING	CHONGSHING	Japan str.	—	V. McLennan & Liddell	TOYO KAISEN KAISHA	On 17th June, at D'light
HANGSANG	CEYLON MARU	Japan str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LTD.	On 2nd June, at Noon.
SWATOW, AMOY & FOOCHOW	CHIANG	Japan str.	—	Fred. Pyne	TOYO KAISEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & FOOCHOW	CHIANG	Japan str.	—	J. B. Harris	BUTTERFIELD & SWINE	On 25th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	CHIANG	Japan str.	—	H. S. Bradshaw	P. & O. S. N. CO.	On 27th inst., at M'night
MANILA, CEBU & ILOILO	CHIANG	Japan str.	—	W. M. Lloyd Jones	JARDINE, MATHESON & CO., LTD.	On 29th inst., at Noon.
MANILA, CEBU & ILOILO	CHIANG	Japan str.	—	T. A. Mitchell	MELCHERS & CO.	About 31st inst.
MANILA, CEBU & ILOILO	CHIANG	Japan str.	—	F. J. Fox	P. & O. S. N. CO.	About 1st June.
YESSELTON, KUDAT & SANDAKAN	CHIANG	Japan str.	—	C. D. Goldsmith, B.N.E.	HAMBURG-AMERIKA LINE	On 4th June.
BOMBAY, SINGAPORE & COLOMBO	CHIANG	Japan str.	—	Sachs	OLOF WIST & CO., LTD.	On 15th June.
SINGAPORE, PENANG & CALCUTTA	CHIANG	Japan str.	—	V. Zwart	HAMBURG-AMERIKA LINE	On 15th June.
SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUROPE	CHIANG	Japan str.	—	A. E. Hodges	JAVA-CHINA-JAPAN LINE	On 24th inst., at 10 A.M.
BATAVIA, CHEIREBON, SAMARANG, &c.	CHIANG	Japan str.	—	J. W. Evans	OSAKA SHOSEN KAISHA	On 24th inst., at 11 A.M.
CHIANG	CHIANG	Japan str.	—	J. S. Roach	DOUGLAS LAPRAK & CO.	On 24th inst., at 11 A.M.
CHIANG	CHIANG	Japan str.	—	W. C. Passmore	DOUGLAS LAPRAK & CO.	On 25th inst., at 11 A.M.
CHIANG	CHIANG	Japan str.	—	A. W. Outerbridge	BUTTERFIELD & SWINE	On 26th inst., at 11 A.M.
CHIANG	CHIANG	Japan str.	—	T. H. Lishman	JARDINE, MATHESON & CO., LTD.	On 27th inst., at 2 P.M.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 25th May	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 27th May	See Special NOTES ON CALL
LONDON and ANTWERP	SUMATRA	About 31st May	Freight and Passage.
VIA SINGAPORE, PE.	NANG, COLOMBO, PORT SAID and MARSSEILLES	Capt. W. R. Le Mare	Freight and Passage.
SHANGHAI MOJI KOBE NUBIA	ANHUA	About 1st June	Freight and Passage.
VIA SINGAPORE, PE.	NILE	About 14th June	Freight and Passage.
LONDON and ANTWERP	NILE	Capt. E. F. Dally, E.N.R.	Freight and Passage.
VIA SINGAPORE, PE.	SIMLA	About 15th June	Freight and Passage.
SHANGHAI MOJI KOBE NUBIA	Capt. C. D. Goldsmith, E.N.R.	About 15th June	Freight and Passage.
For Further Particulars apply to	E. A. HEWETT, Superintendent.		

Hongkong, 22nd May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	TEAN	On 23rd May, 4 P.M.
SHANGHAI	ANHUA	On 25th May, 4 P.M.
SHANGHAI	CHENAN	On 27th May, Night
MANILA, CEBU and ILOILO	KAIFONG	On 30th May, 4 P.M.
		DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
	SS. "LINTAN" and SS. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Auladships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA," "CHENAN," "CHINEUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$30 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWINE, AGENTS.

Hongkong, 20th May, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP, S.S. SACHSEN	25th May
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. SLAVONIA	4th June
S.S. SEGOVIA	15th June	
S.S. SPEZIA	1st July	
S.S. SILESIA	12th July	
S.S. C. FERD. LAEISZ	23rd July	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th May, 1911.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU	9,000	WED'DAY, 24th May, at Daylight
VICTORIA B.C. & SEATTLE	KAGA MARU	7,000	WED'DAY, 7th June, at Daylight
AWA MARU	ATSUTA MARU	9,000	WED'DAY, 21st June, at Daylight
AWA MARU	SADO MARU	7,000	SATURDAY, 17th June, from KOBE
AWA MARU	INABA MARU	7,000	TUESDAY, 23rd May, at 4 P.M.
AWA MARU	INABA MARU	7,000	TUESDAY, 20th June, at 4 P.M.
AWA MARU	YAWATA MARU	5,000	FRIDAY, 9th June, at Noon
AWA MARU	NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
AWA MARU	CEYLON MARU	6,000	WED'DAY, 24th May
AWA MARU	HITACHI MARU	7,000	THURSDAY, 25th May, at 11 A.M.
AWA MARU	TOSA MARU	6,000	TUESDAY, 30th May
AWA MARU	NIKKO MARU	6,000	WED'DAY, 7th June, at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargoonly.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commanding 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

14-40

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS.	SAILING DATES
KOREA	16,000	SUNDAY, 28th May, at Noon.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	16,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 8th Sept., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy. The P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via

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**PET. WILH. KROMMES
ELBERFELD.**
**SILK RIBBONS,
IMITATION SILK RIBBONS.**

Sole Representative for Hongkong and China:

HUGO C. A. FROMM.

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

**C. G. BODEN & SOHNE,
GROSSROHRSDORF, i/Sa
BRACES AND BELTS.**

Sole Representative for Hongkong and China:

HUGO C. A. FROMM.

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hoehl Extra Dry
gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

[570-22]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Tonkin, with the French Mail, left Saigon on Friday, the 19th inst., at 6.00 a.m., and may be expected here to-day.

The Australian, with the Siberian Mail, is due to arrive here to-day.

For P.M. DATE

Haiphong ... Hongkong ... Monday, 22nd, 9.00 A.M.
Macau ... Sui Tat ... Monday, 22nd, 1.15 P.M.
Manila, Cebu and Iloilo ... Ningchow ... Monday, 22nd, 2.00 P.M.

Swatow, Amoy and Foochow ... Hainan ... Tuesday, 23rd, 10.00 A.M.
Ningpo and Shanghai ... Hangsang ... Tuesday, 23rd, 10.00 A.M.

Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao ... Sui Tat ... Tuesday, 23rd, 11.00 A.M.
Manila, Cebu and Iloilo ... Tean ... Tuesday, 23rd, 3.00 P.M.

Kelung, Shanghai, Moul, Kobe, Yokohama, Victoria B.C. and Seattle ... Ace Maru ... Tuesday, 23rd, 3.00 P.M.

Singapore, Penang and Colombo ... Sikiang ... Tuesday, 24th, 8.00 A.M.
Fort Bayard and Haiphong ... Chochun Maru ... Wednesday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow ... Hainan ... Wednesday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta ... Catherine Apear ... Wednesday, 24th, 11.00 A.M.
Shanghai ... Ahsu ... Thursday, 25th, 3.00 P.M.

Swatow, Amoy and Foochow ... Friday, 26th, 10.00 A.M.
Timo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ... St. Albans ... Saturday, 27th, 10.00 A.M.

Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed Friday the 26th inst. at 5 p.m.
Manila, Cebu and Iloilo ... Wingsang ... Saturday, 27th, 5.00 P.M.

Shanghai ... Chenan ... Sunday, 28th, 5.00 P.M.

Europe, &c., India via TUTICORIN (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Money Letters—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL NAME NO. QUOTING THE ALLEGED LOSSES OF SUCH (Postal Guide 121).

Mail for CANTON, WUCHOW and SAMKUO will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

A Mail for MACAO is despatched per s.s. Sui Tat on week-days at 7.15 a.m., on Sunday the mail for Macao is closed at 5 a.m.

Mail for NAMTAU and STABAU are closed every week-day at 6 p.m. On Sundays the mails are closed at 5 a.m.

A mail for LONG ISLAND (Cheung Chow) will be despatched per steam launch Cheung Chow daily at 2.30 p.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

Local Despatch—Separate boxes have been provided for posting Correspondence for the Tewo, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. With a late fee of 10 cents, registered articles despatched by these packets will be accepted up to a quarter of an hour before the time of closing to ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Mauritius and Australia either than contract packets close half an hour before the ordinary mails and to the Coast Port quarter of an hour before the ordinary mails.

COMMERCIAL

**EXCHANGE
CLOSING QUOTATIONS.**

May 20th

ON LONDON—
Telegraphic Transfer 1.94
Bank Bills, on demand 1.96
Bank Bills, at 30 days' sight 1.98
Bank Bills, at 4 months' sight 1.99
Credits, at 4 months' sight 1.94
Documentary Bills 4 months' sight/104
ON PARIS—
Bank Bills, on demand 2.28
Credits, at 4 months' sight 2.23
ON GERMANY—
On demand 1.84
ON NEW YORK—
Bank Bills, on demand 4.37
Credits, at 60 days' sight 4.46
ON BOMBAY—
Telegraphic Transfer 1.34
Bank, on demand 1.34
ON CALCUTTA—
Telegraphic Transfer 1.34
Bank, on demand 1.34
ON SHANGHAI—
Bank, at sight 7.42
Private, 30 days' sight 7.58
ON KOKOHAMA—
On demand 8.81
ON MANILA—
On demand—Peso 8.81
ON SINGAPORE—
On demand 7.64
ON HAWAII—
On demand 1.08
ON HAIPHONG—
On demand 14 7/16 p.m.
ON SAIGON—
On demand 1 1/4 p.m.
ON BANGKOK—
On demand 65
SOVEREIGN, Bank's Buying Rate \$11.05
GOLD LIAT—100 fine, per tael \$57.30
BAR SILVER, per oz. 24d.

SUBSIDARY COINS—
per cent
Chinese 20 cents pieces \$7.25 discount
Chinese 10 " \$7.45
Hongkong 20 " \$7.02
Hongkong 10 " \$7.22

SHARE LIST—QUOTATIONS. HONGKONG, MAY 20TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS— Hongkong & Shanghai Bank Corporation	120,000	\$125	all	1.283
National Bank of China, Limited	99,925	\$7	26	38.0, buyers
China Home Company, Limited	60,000	\$12	all	89
China Electric and Power Company, Limited	50,000	\$5	all	41.10, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	37
COTTON MILLS— Ewe Cotton Spinn'g. & Weaving Co., Ltd.	20,000	11a. 50	all	11a. 83
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	54, sellers
International Cotton Manufacturing Co., Ltd.	10,000	11a. 75	all	11a. 48
Loek Kung-Mow C. Spinn. & Weav. Co., Ltd.	8,000	11a. 100	all	11a. 67
Soy Chie Cotton Spinning Co., Limited	20,000	11a. 50	all	11a. 73
Dairy Farm Company, Limited	40,000	\$72	65	220, sellers
DOGS and WHARFS— Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	449, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	553, buyers
New Amoy Dock Co., Limited	10,000	\$10	all	112, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	11a. 100	all	11a. 52
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	all	85, sales
Fenwick & Co., Limited	400,000	\$10	all	83.10, buyers
Green Island Cement Co., Limited	7,000	\$10	all	519.5, sales
Hongkong and China Gas Co., Limited	60,000	\$10	all	211.5
Hongkong Electric Co., Limited	12,000	\$50	all	111.5
Hongkong Hotel Company, Limited	8,000	\$50	225	75.5
Manila Metropole Hotel Limited	50,000	\$25	all	118.5, sales
Hongkong Ice Company, Limited	60,000	\$10	all	316.4, buyers
Hongkong Royal Manufacturing Co., Limited	15,000	\$10	7	112.5, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	10,000	\$250	\$50	118.0, sellers
INSURANCES— Canton Insurance Office Co., Limited	20,000	\$100	all	115.1, buyers
China Fire Insurance Co., Limited	24,000	\$33.33	\$25	110.5, buyers
China Traders Insurance Co., Limited	8,000	\$250	\$50	112.5
Hongkong Fire Insurance Co., Limited	10,000	\$125	\$25	117.5
North China Insurance Co., Limited	12,400	\$250	\$100	116.13
Union Insurance Society, Limited	12,000	\$100	\$60	112.4
Yangtze Insurance Association, Limited	10,000	\$250	\$50	112.5
LAND and BUILDINGS— Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	96.5, sellers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	95.5, buyers
Humphreys' Land and Building Co., Ltd.	6,000	\$50	\$30	112.5, buyers
Shanghai Land Investment Co., Limited	78,000	11a. 50	all	112.5
West Point Building Co., Limited	12,500	\$50	all	94.7
MINING— Societe Francaise des Charb'ges de Tonkin	16,000	Frs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.30.
Hongkong & Canton & Macao S.B. Co., Ltd.	25,000	\$10	all	\$1.15.
Peak Tramways Co., Limited	50,000	\$10	\$1.1	\$1.10, buyers
Philippine Co., Limited	75,000	\$10	all	\$85, sellers
RAFFINERIES— China Sugar Refining Co., Limited	20,000	\$100	all	\$20.
Luson Sugar Refining Co., Limited	7,000	\$100	all	\$1.10.
SHIPPING COMPANIES— China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$19.
Douglas Steamship Co., Limited	20,000	\$50	all	\$30.5, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	all	112.5.
Indo-China Steam Navigation Co., Ltd.	60,000	prof. 25	all	69.5, Lodon.
Shall Transport & Trading Co., Limited	2,500,000	\$1	all	89.5/6 buyers
Star Ferry Company, Limited	10,000	\$10	all	112.2, buyers
South China Morning Post Limited	6,000	\$25	all	111.5.
Steam Laundry Company, Limited	20,000	\$5	all	111.5, sales & sal.
STORES AND DISPENSARIES— Campbell, Moore & Co., Limited	1,200	\$10	all	99. buyers
Wm. Powell, Limited	15,000	\$7	all	83.10, buyers
Watkins, Limited	10,000	\$10	all	83.5, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	83.5, buyers
Wolffmann, Limited	3,000	\$10	all	82.5, buyers
H. Price & Co., Ltd.	15,000	\$10	all	112.5 x div. buy.
United Asbestos Oriental Agency, Limited	9,900	\$10	all	84.10.
Union Waterboat Co., Limited	100 shares	\$10	all	83.00.
ETIQUETTE— Para Rubber in London	50,000	\$10	all	82.5, buyers
DRY WINE			4/6 per lb. firm	
Loans	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tel. 767,200	Tel. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

WILLIAM C. JACK & CO., LTD.

SOLE AGENTS FOR THE IDEAL LIGHT.

THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.

IT BEGINS ELECTRIC LIGHT ABSOLUTELY and thus brings this mode of lighting within reach of all.

IT PAYS FOR ITSELF in about 150 hours on account of its great current-saving properties.

THE 17 WATT (app. 16 H.C.P.) OSRAM LAMP GIVES 20 HOURS LIGHT FOR ONE PENNY.

THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP, although giving 25 hours light for the consumption of one unit of current, has an average life of over 2,000 hours, and during the whole of that period its initial c.p. is practically uninfluenced.